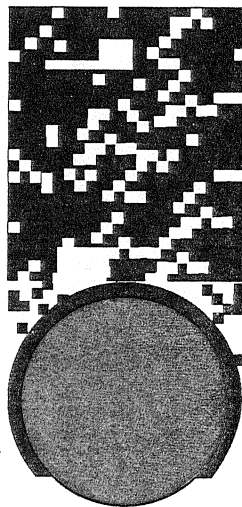


Strategic Regional Arterial

U.S. 45

Illinois 120 to State Line Road



**Operation
GreenLight**

Illinois Department of Transportation

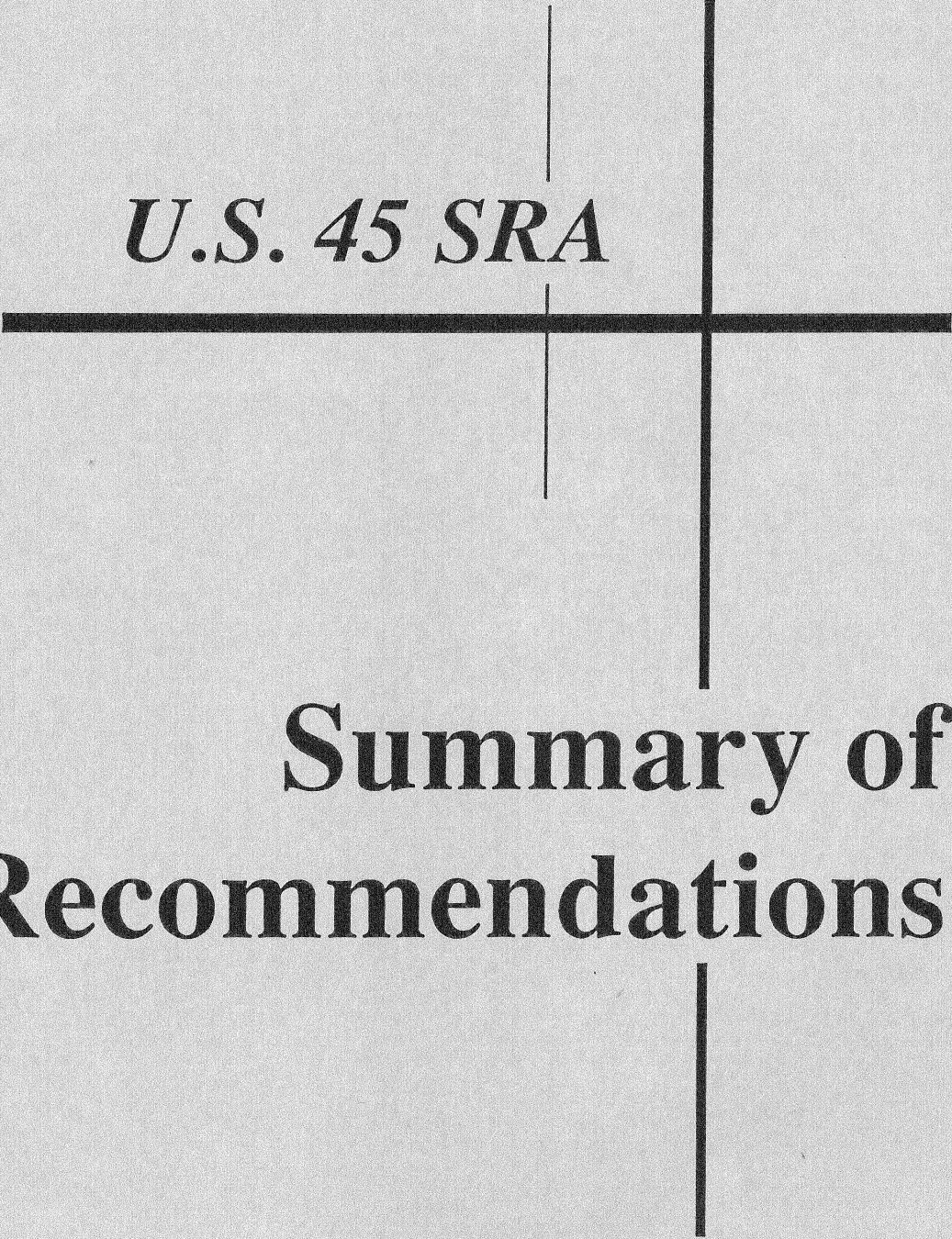
May 1996

Foreword

U.S. 45 is a Strategic Regional Arterial (SRA) from Illinois 120 (Belvidere Road) to State Line Road (the Illinois/Wisconsin border). Metro Transportation Group in association with CH2M HILL, Inc. has prepared this SRA report for the U.S. 45 corridor for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study.

As a SRA route, the U.S. 45 corridor is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

This report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and basic improvements, and documentation of the public involvement process including citizen comments.



U.S. 45 SRA

**Summary of
Recommendations**

Summary of Recommendations

For study purposes, the U.S. 45 Strategic Regional Arterial (SRA) was divided into three segments (see Exhibit S-1, attached following this section). The following is a summary of the major recommendations for each segment.

SRA Segment I: Illinois 120 (Belvidere Road) to Illinois 132 (Grand Avenue)

- From Illinois 120 to Brae Loch Road, two through lanes in each direction with a 30-foot raised median within 90 to 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way which is consistent with the Phase I study currently underway
- From Brae Loch Road to Illinois 132, two through lanes in each direction with an 18 foot wide raised median within 100 to 150 feet of right-of-way requiring acquisition of up to 70 feet of additional right-of-way which is consistent with the Phase I study currently underway
- At full access intersections, intersection channelization and signalization improvements
- Full access to developing land along U.S. 45, only at specific intersection locations
- Potential future interchange south of Illinois 120 with proposed expressway 342
- Realignment of Knowles Road/Sunshine Avenue to intersect U.S. 45 at 90 degree angle

- Extension of Rollins Road by the Lake County Department of Transportation to intersect Illinois 132 east of U.S. 45

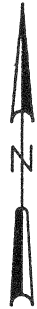
SRA Segment II: Illinois 132 (Grand Avenue) to Kelly Road

- From Illinois 132 to Kelly Road, two through lanes in each direction with an 18 foot wide raised median within 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way
- At full access intersections, intersection channelization and signalization improvements
- Full access to developing land along U.S. 45, only at specific intersection locations
- Realignment and signalization of Illinois 132 to intersect U.S. 45 with less of a degree of curvature improving the geometrics of the intersection
- Around Millburn, a west bypass (see Appendix B) has been proposed by governmental agencies with the existing U.S. 45 becoming a more local roadway

SRA Segment III: Kelly Road to State Line Road (the Illinois/Wisconsin border)

- From Kelly Road to Miller Road, two through lanes in each direction with an 18 foot wide raised median within 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way

- From Miller Road to Illinois 173, two through lanes in each direction with a divided 30 foot raised median within 150 feet of right-of-way requiring acquisition of up to 70 feet of additional right-of-way
- From Illinois 173 to State Line Road, two through lanes in each direction with an 18 foot wide raised median within 120 feet of right-of-way requiring acquisition of up to 40 feet of additional right-of-way
- At full access intersections, intersection channelization and signalization improvements
- Full access to developing land along U.S. 45, only at specific intersection locations
- Realignment of Miller Road to tie into Kelly Road west of U.S. 45



ANTIOCH

EDWARDS RD

45

ROSECRANS RD

173

SRA

173

Savage Rd

MILLER RD

BECK RD

KELLY RD

CRAWFORD RD

GRASS LAKE RD

LINDENHURST

OLD MILL CREEK

MILLBURN RD

MILLBURN

SRA
GRAND AVE

SAND LAKE RD

45

132

SRA

GRAND AVE

132

ROLINS RD

KNOWLES RD

SUNSHINE AVE

THIRD LAKE

THIRD LAKE

DRUCE LAKE

WASHINGTON ST

WASHINGTON ST

ATKINSON RD

BRAE LOCH RD

GRAYSLAKE

CENTER ST

GAGES LAKE

DEERPATH RD

120

SRA

BELVIDERE RD

PROPOSED 342
EXPRESSWAY

45

HARRIS RD

SEGMENT III

SEGMENT II

SEGMENT I

LEGEND

II - Segment Identification
Numbers

SEGMENT LOCATION MAP

U.S. 45